

1m.12.15.

F.E.

red by Chief Ship Surveyor

Received from Chief Ship Surveyor

SEL'S NAME *Stet 3.5. MORETON BAY* Rpt. *Pro* No. *1924*

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/32.)

Transverse No. *103.5* Depth "d" *22.83*

Framing: Table No. Description *Channels and reversed frames*

Longitudinal No. *54855*

Letter Proportions Length = *17.18*
Depth =

Deck Sheerstrake *as approved*

This vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed ** 100-A-1. (Steel) 'Shelter Deck* with freeboard," as recommended. The Summer freeboard of *10'-11"* from centre of disc to top of statutory deck line at *Shelter* deck, now marked on the vessel's sides, to be inserted in the classification certificate, and recorded in the Register Book, and further, the remaining freeboards, as shown on the accompanying verification form to be inserted in the certificate of classification.

2 Dks (Steel) & Shelter Dk (Steel w/s) 3rd Dk (Steel) in forward Hold.
Cell Dk 458' 2228t, MT 24' 1016t Tanks between tunnels 51' 196t, FPT 128t, APT 142t
FK, 9th to Shelter Dk, pt Cen, 14y as A. CP, BZOS F78 on Shelter Dk

It is concluded a Semi-box beam is fitted in the Collision Bulkhead and a Web frame in the Deep Tank as approved but the Surveyor should be requested to state if this is so. They should also be requested to state the lengths of the fresh water tanks between the tunnels.

002289-002297-0169

End of Class